Depot Town Rag

Volume 16, Number 5 *"All the news in one block in one month.*

A Publication of the DEPOT TOWN ASSOCIATION, INC. The Old Caboose, 400 Market Place, Ypsilanti, MI 48198

100% FREE
Rag Content
May 1993

- *The train game*
- 1800's food at the depot
- City Body gets AAA
- Mystery shop
- OLD TOWN

and other strictly local stuff. . . .

Sculptors' entries solicited for Ypsilanti's 14th Heritage Festival

.. works in-Progress.!

"We're on the lookout for three dimensional works!" says the Heritage Fest Committee, as it touts the event's newest attraction which will award a $2500 first prize.. Sculptors are invited to create environmental (not necessarlily green) pieces to fit into an outdoor 16' X 16' X 16' space. Works constructed or assembled should pertain to the Festival theme of trains, planes and automobiles from the 1860's to the present and works in progress are admissable. Final works will be completed on location, during the actual Festival weekend and winners will be announced at noon Sunday, 22 August.

EMU sculpture professors, John Pappas and Jay Yager will jury the competition and the Heritage Sculpture Group has announced the following standards for the competition:

1. $2500 first prize.
2. Stipend to all accepted entrants.
3. Three auxiliary prizes to be presented from other donors.
4. Begins on site, Thursday, 8 a.m., 19 August.
5. Construction and assembling to begin 8 a.m.Thursday.
6. Finishes Saturday, 6 p.m., 21 August.
7. Judging will commence Saturday, 21 August.
8. Winner(s) will be announced noon Sunday, 22 August.
9. Sculptures will all be on display through 6 p.m. Sunday, August 22.
10. Pieces must be removed from street by 5 p.m. Monday, 23 August, and additonal labor will be supplied.

Standards for proposals, deadlines, maquettes, facilities, and other conditions of the competition are available through the Ypsilanti Visitors' & Convention Bureau, 125 North Huron, Ypsilanti MI 48197.
Phone: (313) 482-4920.

Depot Town quilter wins WCA's Annie Award

Mary Gentry didn't have anything to say at the fancy award ceremony at Washtenaw Community College's new building, but she was mighty proud of being recognized for her excellence in narrative quilting by the Washtenaw Council for the Arts this spring. What she didn't say from the podium of that swank cermony, she certainly delivered to 'the regulars' on Saturday mornings at the Farmers' Market in Depot Town.

Mary's work was recognized by the coveted Annies Award in the category of Two-dimensionaal Visiual Art, and was praised by the judges for the exquisitecrafting and "provocative subject matter" of her work.

Mary and husband, Tom Tiplady, live just up the hill on East Cross Street in a historic home which also houses their three studios: one for Mary's quilting and two for Tom's painting. She started out as a printmaker with studios in the Ann Arbor Art Association, then moved to Ypsilanti for the "affordable housing, large studio possiblities, and authenticity" that goes with this old neighborhood. Although Tiplady grew up and went to school in Ypsilanti, they had moved away for a while, then returned admitting, Ypsilanti is "the best place to live" for practicing artists.

Gentry's most recent quilt, a 70" X 80" narrative of the Los Angeles riots, may now be seen at the University of Michigan Museum of Art. It's the one with lots of red sequins sparkling in the exhibition entitled "The Artists Among Us - Michigan Narrative Quilts." The show runs through August.

Many recipients of WCA awards spoke to the issue of State cutbacks in arts funding, and daily newspaper reports alluded to parallels between Washtenaw County's Annies Awards and Academy of Motion Pictures Arts and Sciences' Oscars. Either way, Depot Town is the home of the stars!

A season of great excitement . . .

Ypsi Area Street Rods Association kick-off

Saturday, May 1, in the north parking lot, on the Market Plaza and maybe even overflowing onto the streets. Dig out your saddle shoes and poodle skirts and join them at The Hop.

Spring Planting Party

9 a.m. some Saturday in May. Watch for the notices on the street and join the fun.

Huron RiverFest '93

May 14 - 22. Up to 30 canoes stop here for overnight on Wednesday, May 19, breakfast in Depot Town the next day, then they continue down stream.

Gus Macker tournaments

Three-on-three basketball at EMU's Renearson stadium May 22 - 23.

Frog Island Festival

Friday, June 21:
Morris Lawrence
John Mooney
Beausoleil
Pam Wise Quintet
Lyman Woodard Trio
Straight Ahead

Saturday, June 22
Steve Lacy Sextet
Mr. B
Thornetta Davis
& the Chisel Brothers
Maceo Parker

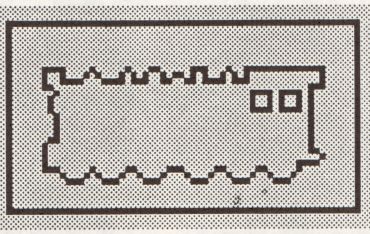
Sunday, June 23
Lequint Weavers
Halleluia Connection
Ivo Perlman
Trinidad Tripoli Steel Band
Wild Magnolias
King Sunny Ade

Ypsilanti Heritage Fest

August 20, 21, 22 **Trains, Planes & Automobiles**

The train game

Motorists, pedestrians bet their lives



[By Mike Williams, *Detroit Free Press* staff writer, 1 April 1991, reprinted - by permission - at the urging of many of our neighbors who watch cars and pedestrians drive around the gates and dart through our crossing against the warning signals in front of approaching trains.]

The 5,000-ton train rumbling toward Allen Road could have been a five pound electric Lionel for all the attention it got.

The first five automobiles cruised past the crossing's flashing red lights without slowing down. The next nine braked slightly.

The train's 100-decibel horn bellowed, and eight more sped through, the last of them nine seconds ahead of the train.

"That wasn't even close," said Bob Lane, the Grand Trunk Western Railroad engineer driving the train. "There've been times I've lost sight of them in front of the engine."

And there are times when the sound of grinding metal tells the engineer that a car, and probably the people in it, is being torn apart.

The last week in January [1991] was the deadliest week for train-vehicle crashes in Michigan in at least 15 years. Five people died in three accidents in which vehicles either ignored warning lights or drove around crossing gates.

Through carelessness or design, people play deadly games of "beat the train" every day in front of almost every train that moves in Michigan, railroad workers say.

There were 227 train-vehicle collisions in Michigan in 1990. Eighteen people died and 93 were injured.

The disturbing reality of railroad life for engineers is that most of them have collisions, and there is rarely anything they can do about it.

Over his 20-year career, Lane has been involved in six accidents, four with fatalities. It's not considered a bad record, but it haunts him just the same.

On a recent run by Grand Trunk Train 439 from Flat Rock to Pontiac, a *Free Press* reporter and photographer rode along to witness the phenomenon.

Allen Road was the second crossing out of the station. After the thrid crossing at Fort Street , where ten more cars whisked through flashing ared lights, the question was no longer: Do people do it? It was: Would any get hit?

The 439 had been doing 10 m.p.h. at Allen and Fort. No one crossed in front of it as it picked up speed through Trenton. At Sibley Road in Riverview, one car sped across. At Pennsylvania Avenue, there were three.

Coming up on Oak Street in Wyandotte, the train was doing 40 m.p.h. An elderly man and woman strolled nonchalantly onto this rails. They cleared the tracks with three seconds to spare.

It's something engineers can do almost nothing about.

"You're just so helpless. You can't swerve. You can't stop," Lane said. "You see school buses trying to beat you and you think, 'No, not that.'"

"I don't know what it is about people, but when they see a train they either want to beat it, or throw rocks at you."

But the couple on Oak Street made it. Was it dumb luck or the savvy move of people who knew exactly how much time they had?

Probably luck, said Herschel Leibowitz, a psychologist at Pennsylvania State University who studies vehicle-train accidents.

"I've seen a lot of people playing chicken with trains... They think they can estimate the speed, but they're usually wrong. They usually underestimate it," Leibowitz said.

The way tracks, ties, telephone poles, and the train stretch into the distance makes people think a train is farther away than it really is, Leibowitz said. Also, objects coming head-on appear to be moving slower than they would if they were traveling across the field of view.

A train's size doesn't help, either.

"Go to an airport. The big jets seem to be hanging in the air and the small ones look fast, even though their speeds are approximately the same," Leibowitz said.

It all adds up to a recipe for bad decisions.

"When there are survivors, they usually say, 'I thought I had enough time,'" Leibowitz said.

A 20-year-old railroad- and government-sponsored program called Operation Lifesaver has lobbied, with some success, for improved crossing control and greater public safety awareness. In Michigan and the nation, accident and death figures have declined.

Too many people expect trains to handle like cars, railroad workers say.

"People think trains can slow down. It can't. It just weighs too much," said Larry Beckon, coordinator of Michigan Operation Lifesaver.

A 100-car train doing 50 m.p.h. needs more than a mile to stop, Beckon said.

The 439 is hauling 46 cars and doing 45 m.p.h.. north of Maple Road in Birmingham when some teenagers walk across the tracks. Suddenly one of them plops onto a rail and sits, watching the train.

Five seconds go by. Ten seconds. He waves.

Probably playing chicken, Lane thinks. Probably just showing off.

But what if he's not? And what if he is, but jumps too late?

A familiar feeling of helplessness is twisting Lane's stomach. His hand is rock hard on the emergency brake handle even though he knows the time for pulling it was past before the boy sat down.

An emergency brake would delay the impact less than a second - not much help for the boy and maybe even death for the other kids because the train could derail.

The boy jumps up, 2.2 seconds ahead of the train.

Lane has seen that kind of recklessness too often to be surprised.

But the tension lingers, alongside memories of accidents that started out the same way.

One of them was at Oakland Avenue in Highland Park last year. Two cars ran a gate and then, from way back in a line of waiting vehicles, a third pulled out and headed for the gate with a fourth car following.

The third car cleared the tracks just ahead o fthe train.

"The fourth guy just followed that one around the gates . . . He pulled out nice and easy, no speed on him. I remember him looking up at me, like, 'What are *you* doing here?'" Lane said.

Lane takes his hand off the brake and talks about relaxing in his spare time by piloting a single-engine Cessna airplane. He laughs at a suggestion that flying is anywhere near as dangerous as driving a train.

"You don't have people trying to get in front of you in the sky, and if they do, you can avoid them," he said.

At Saginaw Street in Pontiac, a car runs a gate but stops short of the tracks. Another car rounds a gate at the M-59 crossing. Two cars run a gate at Sanderson Street. A third starts to follow, stops, and backs up.

The 439 rolls into the Pontiac yard. The number of crossing gamblers in 42.5 miles from Flat Rock: 48 vehicles, 19 pedestrians.

But no collisions.

"Not a bad day," Lane said. "So far."

[Railroad crossing accidents don't always happen at someone else's crossing. They can happen right here in Depot Town. We've had a very good safety record since 1939, and would like the news from Depot Town to continue to be *good* news. Please obey the signals and gates - and encourage others to do the same. -ed.]

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They just can't help it. . . going out of business drives antiquers to new success

No sooner did the district learn of Steve Gross going out of the antique business to take up full-time auctioneering, than he opened a room in the back of Paul Klawitter's Thompson Block Mall just to keep his hand in.

His first product? Another collaboration with auction partner Tom Schmidt in the every-other-week publication of their new column in *The Ypsilanti Press*: The column is called Talking Antiques.

Somebody had to ask it, so here's the next question for Steve and Tom: Where can we find one of those wooden Charlie Mcarthy, Mortimer Snerd, or Jerry Mahoney dummies? Aren't they three of the best known talking antique' available on the market today?

But, seriously, many of Steve's customers in his long years in the antique biz had no idea what a talented and humorous writer he really is. Don't miss their excellent column - with a touch of Neil Simon, even. It's informative and fun - just like Schmidt and Gross. What team! What a concept.

[So what's wrong with vintage ventriloquist dummies? It could happen! Good luck, guys!]

Ypsilanti's Farmers' Market

May:

5/1 Garden Plans + Help!
Co-op Extension Master Gardeners
5/1 Children's Maypole Dance
Indoors 3/12 years, 11am
5/8 Mothers Day Crafts Show
Gifts, foods, flowers
5/15 Annual Flower Day
Plants, baskets, flats
5/22 Youth Sales Day
Used books, games, toys
5/29 Sale Day for Plants

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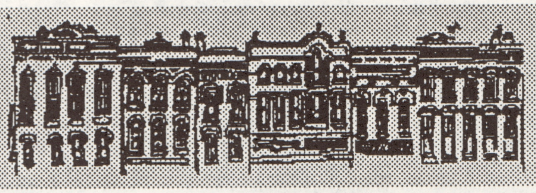
Dateline: Depot Town:



The Old Town is back

The Old Town Café opened just a few weeks ago, and returnees to this favorite neighborhood eatery agreed that much of the old flavor and style were retained in this landmark's reincarnation. In its previous life the place was known as the "Old Town Restuarant," but now it's the "Old Town Café," just to keep it the same - but different.

Familiar as the new/old restaurant may be, architect Liz Knibbe's changes are both subtle and thoughtful. Historically proper board-and-bead panelling screen the kitchen/service areas from the diners and the much-loved counter service has returned. More of the tin ceilings are evident in the new version of this popular place, but most of the 'treasured artifacts' and questionable antiques that were hanging on the walls are now gone.

OT's breakfast menu makes its connections to the past, as well, with special items named *Daisy Turner's* for the woman who cooked there for many years, Harold Jones *Jonesy's Special, Red's Delight,* commemorqating the current/returning cook and a *Depot Town Special* with "two eggs any style with a sampling of sausage links, bacon and grilled ham plus your choice of home fried potatoes or patato casserole."

New owners, Steve Beckett, Sandy and Bill French, may still need a few weeks to remember which side of Cross Street they're really working on, since their original place of business - Aubree's Saloon - still maintains its reputation across the street. After the first few weeks of operation, both business - and the rest of the block - were doing fine.

Mystery unfolding next to the Ice Cream Parlor

Gwen and Dave Blackmer aren't ready to tell their whole plan for the shop next door, but they hint that it will be ready in June and this classy, new addition to the block will be the first of its kind in the area.

When Bell, Book and Candle closed their doors, the Blackmers began to look for additions to their ever-expanding services at Miller's Ice Cream Parlor and Emporium. At this point, there's much more than ice cream being sold there: gifts, cards, catering, lunches and even breakfasts. The new venture to the east will be "a contrast to all the rest," say Gwen and Dave.

Meanwhile, butcher paper covers the front windows and dozens of sidewalkers are peeking in hopes of finding some hint as to what this creative new venture might be.

Historic City Body gets all A's!

City Body Carstar has been selectedby AAA Michigan to be a direct repair facility for Ypsilanti and surrounding areas. With the new program, repairs will be made easier for AAA members. The repairs will carry a limited guarantee for as long as you own your vehicle. Contact City Body Carstar or you AAA insurance representative for details.

City Body, in its most recent form, is now owned by Scott and Bruce Sobbry, who have expanded, improved and preserved that historic property - which has been in continuous operation as an auto repair facility since the 1930s.

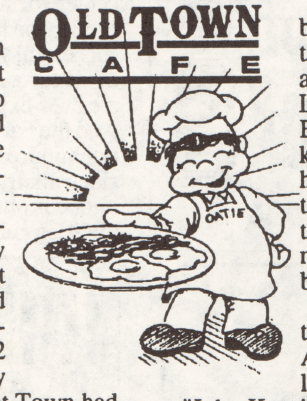
The Old Town Café's new menus feature Mike Veasey's "Oatie" character and the following local history:

"Down by the Station. . .

"Since the days of the Michigan Territory, Ypsilanti's Cross Street has always been a good place to catch a great meal. Real estate and lumber deals were made in the rustic taverns and cafés here before Statehood.

"When the tracks of the Michigan Central Railroad reached way out west to Ypsilanti from Detroit in 1838, hotels, cafés, taverns and restaurants continued to be the social center at the depot. By 1852 the rail line continued all the way to Chicago, and Ypsilanti's Depot Town had earned its reputation as a good place to stop for a meal.

"When this was Turner's restaurant (1943-1966) portions of today's layout were occupied by Fulford Produce, East Side Variety Shop, Sinkule's Market and there was a sheet metal shop in the rear. Other eateries in the block included Ann Davis' restaurant across the street as well as George Christo's Beer & Lunch, Ken's Bar, and Ring's Beer Store which all helped to keep the district's traditions of home town hospitality alive. In those days Daisy Turner did all the cooking. She says, "Ted never cooked an egg or flipped a burger; he was the dishwasher."

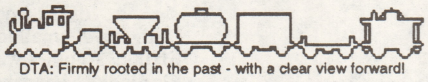


"Uhle Brownie operated a restaurant here in 1966 and Andy Anderson and Carl Kendall followed in 1967.

"John Kornilakis and his family named the place the Old Town Restaurant next and expanded from its original location into the east and west portions of the building with a fine tradition of home-cooked meals.

"Now that rich American tradition continues with The Old Town Café."

Depot Town Association, Inc., 15 April 1993


DTA: Firmly rooted in the past - with a clear view forward!

President David Blackmer called the meeting to order at 7:30 pm at J & R Trading Post. Reading of the previous month's minues and the treasurer's report were deferred due to the proposals of several guests.

EMU Parents' Association: Gerri Beaugrand, of Eastern Michigan University Parents Association reported on the October 23 Freshman orientation. They need information on Depot Town for parents and students and plan bus tours to the district. Can we include district information in an EMU packet? Coupons? Ad in *The Echo*? Map of Depot Town? What about a special issue of *The Rag* for that month?

Business Watch: Connie Koski, Crime Prevention Specialist with YPD wants to create a formal Business Watch group. Police foot patrols start May 1, Thursday through Saturday. Dave Blackmer will be the Business Watch coordinator. We'll be the first Business Watch group and will need the cooperation of at least 50% of the total businesses. Pam and Judi will ask Daily Grind's Bill Pepper to assist.

Ypsi Area Street Rods Association's annual kick-off party on May 1 may draw over 300 exhibit cars and City officials say they need liability insurance and must provide three porta-johns if they want to close the street. DTA offered to split cost. Blackmer will negotiate with the Club; Carolyn McKeever will take care of the insurance arrangements.

Spring planting: Depot Town Downtown Development Authority has agreed to pay for this spring's flower planting which will be purchased through Farmers' Market vendors. Volunteers will plant perennials in the planters, begonias in the tubs. Any merchant can plant their own additions to these basics in their tubs.

Landscaping around the Crossing Guard Tower has been finalized by landscape architect, Bob Doyle. Margolis's low bid of $3700 was accepted by DDA and they will excavate, bring dirt, etc. Volunteers will need to do the actual planting. Planting day will be ??? and Councilmember V. Lois Wells will help get volunteers. Special thanks to Bob Doyle for his efforts to bring this together for the neighborhood.

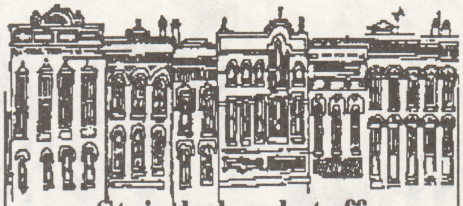
Frog Island Festival plans are under way. The Downtown Ypsilanti DDA has agreed to help with advertising and encourages Depot Town DDA to do the same. Beyer Hospital banners were planned for that time, but President Blackmer will coordinate which banners, which designs, which poles with the City. The Ark has hoped to move the event to Riverside Park, but is limited by its agreement with DTA. The Ark/DTA contract should be finalized this year and will be reviewed.

DTA's Frog Island program book will cost $1250 to print. It was decided that all ads in the program must be paid 'up front'.

Heritage Fest's sculpture competition proposal was reported by Carolyn McKeever with a map and plan to City's Amy McMillan.

Huron RiverFest '93 takes place May 14 - 22 with 30 canoeists housed at Hoyt Conference Center. Ford Motor Company will help with entertainment; the Historic South Side Association will present a play; Old Town Café will be offering breakfasts to the canoeists.

Addendum: The treasury shows a balance of $7053.69 and a break-down of paid *Rag* sponsorships, an outstanding bill for the 1992 Frog Island program book, and amounts paid out for electricty, publications, postage and sponsor thank-you cards



Strictly local stuff:

May 1993

Depot Towners are invited to participate in any or all of the following activities for the good of this old commercial district:

Depot Town Association
7:30 p.m. Thursday, 20th
J&R Trading Post

Depot Town Antique Engine Club
7:30 pm 27th
at the Freighthouse

THE DEPOT TOWN RAG

A publication of the Depot Town Association, Inc. a nonprofit, tax-exempt corporation dedicated to preserving the unique character of the neighborhood and to the enhancement of its business climate.

-Tom Dodd, editor

The Depot Town Association, Inc.
David Blackmer, president
c/o The Old Caboose
400 Market Place
Ypsilanti, Michigan 48198

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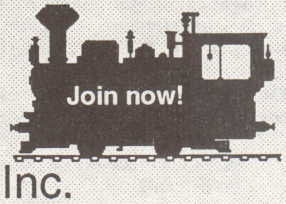

Please include me among the members of
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I'm available to help with Association projects. Call me at _____

Annual dues:
- ☐ $25 Regular Member (Property or business owner)
- ☐ $10 Associate Member (Interested in and supportive)
- ☐ $100 Life Member (A great deal if you had joined in 1976!)
- ☐ Please place my name on the monthly mailing list of *The Depot Town Rag*
- ☐ Don't mail *The Rag*. I'll pick it up in the neighborhood.
- ✂ Clip and send check to "Depot Town Association" c/o The Old Caboose, 400 Market Place, Ypsilanti, Michigan 48198

SPRING PLANTING PARTY for the whole block:

Some Saturday soon.

Watch for notices of the exact time and date.

Downtown Development Authority pays the bill,
Market vendors supply the flowers,
Bring your trowels and knee pads.

Everyday Life in Depot Town in the nineteenth century

There was fine food found at the depot

The fare offered in today's eateries up and down East Cross and North River Streets must be a great improvement over what was found there in the 1800's. American food didn't get very good press in those days and Europeans, in particular, took a dim view of our fare. "I will venture to say," declared Volney, "that if a prize were proposed for the scheme of a regimen most calculated to injure the stomach, the teeth, and the health in general, no better could be invented than that of the Americans. In the morning at breakfast they deluge their stomach with a quart of hot water, impregnated with tea, or so slightly with coffee that it is mere colored water; and they swallow, almost without chewing, hot bread, half baked, toast soaked in butter, cheese of the fattest kind, slices of salt or hung beef, ham, etc., all which are nearly insoluble. At dinner they have boiled pastes under the names of puddings and the fattest are esteemed the most delicious; all their sauces, even for roast beef, are melted butter; their potatoes and turnips swim in hog's lard, butter or fat; under the name of pie or pumpkin, their pastry is nothing but a greasy paste, never sufficiently baked. To digest these various substances they take tea almost instantly after dinner, making it so strong that it is absolutely bitter to the taste, in which state it affects the nerves so powerfully that even the English find it brings on a more obstinate restlessness than coffee. Supper again introduces salt meats or oysters. As Chastellux says, the whole day passes in heaping indigestions on one another; and to give tone to the poor, relaxed and wearied stomach, they drink Madeira, rum, French brandy, gin or malt spirits, which complete the ruin of the nervous system." (In *The United States in 1800,* by Henry Adams.)

Perhaps in reaction to all that bad food, Americans of the time loved to spit. Chewing tobacco was the prime reason for such catharsis, but the food likely had something to do with it, as well. Frances Trollope observed in a theater in 1830, "the spitting was incessant, and the mixed smell of onions and whiskey was [beyond disgust]." Cuspidors were a standard item in every shop and saloon, and spitting on the street was common.

Following is a listing of items which might have been posted on the chalkboard menu of an eating establishment in neighborhoods such as ours. Compare these offerings to the tidy and tasty menus of today and we'll celebrate these 'good new days' all over again!

Many of the following food items were culled from Marc McCutcheon's *Everyday Life in the 1800s,* a source book for writers of historical fiction, westerns and romance.

Apple butter: Spiced apple juice and the pulp of an apple, cooked to a buttery consistency.

Apple dumpling: A pocket of dough filled with baked apples, a favorite pastry eaten throughout the century.

Ash-pone: A coarse corn bread baked in ashes.

Bacon and collard greens: Very popular meal components, served in the South.

Bannock: Cakes of Indian meal fried in lard.

Beans: Eaten throughout the century, especially in New England. Beans in tomato sauce were first successfully canned and sold commercially by Van Camp in 1861.

Beaten biscuits: Eaten in the South for breakfast prior to the Civil War. The name was derived from the dough, which had to be repeatedly pounded with a hammer or mallet to knead it.

Beef dodger: A corncake filled with minced beef.

Boston baked beans: Navy beans cooked with pork and molasses.

Boston brown bread: Bread made of corn meal, rye or wheat steamed in molasses and other ingredients.

Breakfast: The typical American breakfast in the 1800s was sometimes as simple as oatmeal or as elaborate as eggs served with meat or sausages, potatoes, cheese, bread and butter, buckwheat pancakes with Vermont maple syrup and coffee or tea. Cold cereals generally weren't available until the end of the century and were then capitalized upon by our neighbors in Battle Creek.

Brown Betty: A pudding of apples and bread crumbs.

Buckwheat cakes: Griddlecakes made of buck wheat flour.

Bullock's heart: A delicacy, roasted and sometimes stuffed.

Calf's head: A hearty dish, boiled.

Candy: Peanut brittle, taffy, fudge, pralines and honey popcorn balls were a few of the candies made throughout much of the nineteenth century. After the 1840's, gumdrops, lozenges and jujube paste became available in general stores. An impressive variety of penny candy came later.

Canned goods: Some commercially canned foods were available as early as the 1820s, but variety was limited until the 1860s and 1870s.

Cheese: Made by farmers' wives and sold to general stores from early in the century on.

Chicken: Eaten fried, or in stews, pies, etc.

Chicken fixins: Chicken with dressings, or any fancy chicken dish.

Chipped beef: Very thin slices of smoked meat.

Chitlings, chitlins, chitterlings: The small intestines of hogs, prepared like tripe, a Southern specialty.

Chowder: Fish, clam and corn chowder, New England favorites.

Coleslaw: Eaten throughout the century, but often referred to as cold slaw.

Collard greens: Kale leaves, a favorite Southern vegetable often served with bacon.

Cookie: Named for a flattened cake.

Corn pone: A loaf of bread made of Indian corn meal, milk and eggs.

Cracklin' bread: Corn bread mixed with residue of fried hog fat, a Southern favorite.

Dodger: A small loaf of corn bread.

Fixins: Another word for dressings, trimmings.

Flapjacks: Pancakes.

Gingerbread/gingersnaps:

Gumbo: A rich soup originating in Louisiana.

Hoecake: A cornmeal cake similar to corn pone and ash cake, formerly baked on a hoe over coals.

Hog and Hominy: Pork and boiled corn, staples of the poor in the South, particularly slaves. Some Southerners lived on little else.

Hot dog: Introduced in St. Louis in the 1880s.

Ice cream: A favorite throughout the century. A portable, hand-cranked ice cream churn for homemakers was invented in 1846. Ice cream was vended in the streets of New York as early as 1828.

Indian pudding: A pudding made from cornmeal, milk, sugar, molasses and spices, through out the century.

Ketchup: A favorite condiment from the beginning of the century, but time-consuming for the housewife to make. Heinz ketchup was sold in a bottle for the first time in 1876. Not catsup!

Log Cabin syrup: Towle's Log Cabin maple syrup was sold in a tin shaped like a log cabin from 1887 on.

Long sauce: Another name for large vegetables.

Mock oysters: Imitation oysters made from a mixture of corn, eggs, butter and flour fried in oil, concocted in the South during the Civil War to replace real oysters, which were, along with many other foods, in short supply.

Pan-dowdy: Apples sugar and spices baked in a deep dish crust.

Pastries: Popular throughout the century, in shops, in restaurants and at home.

Pemmican: Dried or smoked buffalo meat or venison, eaten by frontier folk and Indians.

Pepperpot: A stew comprised of tripe and doughballs, very popular in Philadelphia.

Pork barrel: A barrel filled with brine, used to preserve pork in one's cellar.

Potato chips: First known as Saratoga chips, invented in 1853 at Saratoga Springs, New York.

Sorghum: Sorghum syrup and sugar served as a substitute for cane sugar in the South throughout the Civil War.

Sourdough: Sour fermented dough used as a starter or as leaven for making a new batch of bread. A starter of sourdough was always kept on hand by cooks on the cattle range and by gold miners who, in Alaska, were nicknamed sourdoughs. A tradition that continues at the bakery on River Street and at the Farmers' Market.

Succotash: Corn and beans boiled together.

Suppawn: Cornmeal mush and milk.

Sweet potato pie: A pie made of sweet potatoes, brown sugar, eggs, cinnamon and butter.

Tea: The first Atlantic & Pacific Tea Company, or A&P, opened in 1859 on Vesy Street in New York. Its rows of tea bins contained teas from around the world. By 1880, there were ninety-five stores from Boston to Milwaukee. One of them was where part of the Old Town Café stands today.

Tea cake: A cake made from three cups of sugar, three eggs, one cup of butter, one cup of milk, a spoonful of dissolved pearlash, and four cups of flour, well beaten.

Tomatoes: Widely believed to be poisonous and generally not eaten until the early 1880's.

Waffles: Made in a waffle iron.

[**Next month:** 1800's Saloon fare!]

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A Depot Town SAMPLER

Good things to eat: a staple of the block

Just as Depot Town is known for its fine selection of antiquities available from the block's collections, so is the district recognized for its great variety of fine foods over the years. Every single day since the railroad came through has seen much of the local clientele coming into the neighborhood for the consumption of food in one form or another.

East Cross Street was made extra wide so teams of horses could turn around to unload their wagons full of foodstuffs and related gastronomic paraphernalia. Signs in and above shop windows over the years told of saloons, restaurants, cafés, grocery stores, and coffee houses over the years. The business of cooking and eating has been the business of this commerical district for more than 150 years.

Over time, saloons expanded their menus to include lunches. Lunchrooms expanded into full-scale restaurants. Some eateries specialized in family dinners, others operated as short-order services. Specialized menus, catering, ethnic fare, take-outs and drive-ups have made their marks upon the food service industry here.

Even Ann Arbor's Tom Monaghan started his pizza empire just up Cross Street at the spot where another pizza shop still operates, today.

After so much regularity, Depot Town's food empire just keeps on keeping on. The taverns are noted throughout the region for their excellence in specialty items. Restaurants serve a wide variety of fare in much the same warm tradition we small-towners have grown up with. An elegant coffee shop has become just what coffee shops should be: a community center for locals and artists. The cooperative grocery on River Street now celebrates its tenth successful year with a loyal and dedicated cadre of co-owners who own their own building and are ever-expanding their services to the public. And the Farmers' Market has grown to proportions undreamed of in its reincarnation from the sidewalk truck sales of yesteryear.

Food is one of the district's oldest and greatest traditions and it continues into the future.

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